

**SAN BERNARDINO COUNTY
INITIAL STUDY ENVIRONMENTAL CHECKLIST FORM**

EXHIBIT G

This form and the descriptive information in the application package constitute the contents of Initial Study pursuant to County Guidelines under Ordinance 3040 and Section 15063 of the State CEQA Guidelines.

I. Project Label:

USGS Quad: Fontana

APN:	0232-011-21
APPLICANT:	FOUAD BOULUS, ALL STAR MOTORS
PROPOSAL:	A) GENERAL PLAN LAND USE DISTRICT AMENDMENT TO CHANGE FROM 7M-RM TO CG ON .46 ACRES; B) CONDITIONAL USE PERMIT TO ESTABLISH A USED CAR DEALERSHIP/REPAIR/ DETAILING BUSINESS WITH A 1,750 OFF., REPAIR SHOP WITH 2 SERVICE BAYS & 6,157 SF OUTDOOR DISPLAY ON .91 ACRES
COMMUNITY:	FONTANA/2ND SUPERVISORIAL DISTRICT
LOCATION:	SOUTH SIDE OF FOOTHILL BLVD., APPROX. 450' WEST OF BEECH AVENUE
JCS/INDEX:	12325CF1/W151-81/2004/GPA01/CUP01
STAFF:	Biron R. Bauer

T,R,Section: 1S, 6W, Section 23 (SW ¼)

Thomas Bros:604/D-6

Planning Area: Fontana Planning Area

OLUD: 7MRM, Multiple Residential-7m Min.

Improvement Level: IL-1

PROJECT DESCRIPTION:

1. **Project title:** Fouad Boulus, All Star Motors
2. **Lead agency name and address:** San Bernardino County Planning Division (Land Use Services Dept); 385 N. Arrowhead Avenue, First Floor, San Bernardino, CA 92415-0182
3. **Contact person and phone number:** Biron R. Bauer, Senior Associate Planner (909) 387-4109
4. **Project location:** South Side of Foothill Blvd., approximately 450 feet west of Beech Ave., Fontana City Sphere of Influence
5. **Project sponsor's name and address:** Fouad Boulus, 7562 East Magdalena Dr., Orange, CA 92867
6. **Project consultant's name and address:** James Harley, All Cities Permit Service, P. O. Box 666, Fontana, CA 92335
7. **Description of project:** (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary.):

The project is a General Plan Amendment (GPA) request to amend the Official Land Use District Map (OLUD) for the rear (southern) portion of this site from Multiple Family Residential, one dwelling unit per each 7,000 square feet (7MRM), to General Commercial (CG) on approximately .46 acres to match the front of the site (rear portion APN 0232-011-21). Filed concurrently with the GPA is a Conditional Use Permit (CUP) for the establishment of a new automobile sales lot on .91 acres. The site is not located within the proposed expansion area of the San Sevaine Redevelopment Area.

The General Plan Amendment, if adopted by the Board of Supervisors, would extend the existing CG land use district southerly to the existing lot line for this lot only. This "split zoning" which extends along Foothill Blvd. has frustrated systematic commercial development for many years. The original intent was to provide a buffer along these lots to protect the 7m RM to the south. However, current Development Code standards and the Administrative Design Guidelines provide for sufficient buffering.

The applicant is also requesting approval of the CUP to establish an auto dealership on his overall .91 acre site. There are two (2) proposed buildings: the front building is a 4200 sq. ft. 2-bay repair building with auto detailing; the rear building is a 1750 sq. ft. sales office. This auto sales use is considered a fairly quiet activity and could be a good neighbor to the adjacent housing tract, compared to a more intensive use with more frequent retail deliveries and trucks. In an effort to improve the relationship with the single family tract to the south, the applicant has redesigned his layout to provide additional landscaping and buffering consistent with the standards of the City of Fontana. There will be 3 full time employees on site. The facility will operate from 7 a.m. to 9 p.m., seven days a week.

ENVIRONMENTAL/EXISTING SITE CONDITIONS:

The parcel is unimproved with no buildings remaining on the site. There is existing road dedication and some improvements on the site frontage that relate to a parcel map recorded on this site in the 1970's. Information in the file states that this site has periodically become a dumping ground for nearby properties and this application could greatly improve the appearance of the site. The topography is relatively flat to gently sloping, (0-5%) and drains to the southwest. A chain link fence exists at some locations along the sides of the site. There are no blue line streams traversing the site, although drainage is received from the Foothill Blvd. runoff during rainstorms. Vegetation consists of native and introduced grasses and weeds with a few shrubs and trees surviving. There are no rare or endangered flora or fauna known to exist on the heavily disturbed site. Any native habitat value has long since been eliminated by on-site activity.

AREA	EXISTING LAND USE	LAND USE/OVERLAY DISTRICT	IL
Site	Vacant, undeveloped lot	CG-General Comm., 7M RM-Rear	1
North	Foothill Blvd., Strip Commercial north side	CG-General Commercial	1
East	Older Route #66 Motel	CG-General Comm., 7M RM-Rear	1
South	Existing Single Family Residential Tract	RS-Single Family Residential	1
West	Vacant, undeveloped lot	CG-General Comm., 7M RM-Rear	1

Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.): *Cal OSHA, and California Regional Water Quality Control Board (Santa Ana Region); San Bernardino County Redevelopment Agency; County Divisions of Building and Safety, Code Enforcement; County Fire Department; Fontana Water Company.*

EVALUATION FORMAT/CRITERIA:

This Initial Environmental Study (I.S.) is prepared in compliance with the California Environmental Quality Act (CEQA) Guidelines. This format of the study is presented as follows. The project is evaluated based upon its effect on seventeen (17) major categories of environmental factors. Each factor is reviewed by responding to a series of questions regarding the impact of the project on each element of the overall factor. The Initial Study Checklist provides a formatted analysis that provides a determination of the effect of the project on the factor and its elements. The effect of the project is categorized into one of the following four categories of possible determinations:

Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
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Substantiation is then provided to justify each determination. One of the four following conclusions is then provided as a summary of the analysis for each of the major environmental factors.

1. No impacts are identified or anticipated and therefore, no mitigation measures are required.

2. No significant adverse impacts are identified or anticipated and therefore, no mitigation measures are required.
3. Possible significant adverse impacts have been identified or anticipated and the following mitigation measures are required as a condition of project approval to reduce these impacts to a level below significant. The required mitigation measures are: (List mitigation measures)
4. Significant adverse impacts have been identified or anticipated. An Environmental Impact Report (EIR) is required to evaluate these impacts, which are: (List the impacts requiring analysis within the EIR).

At the end of the analysis the required mitigation measures are restated and categorized as being either self-monitoring or as requiring a separate Mitigation Monitoring and Reporting Program.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- | | | |
|--|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology /Soils |
| <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology / Water Quality | <input type="checkbox"/> Land Use/ Planning |
| <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise | <input type="checkbox"/> Population / Housing |
| <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation/Traffic |
| <input type="checkbox"/> Utilities / Service Systems | <input type="checkbox"/> Mandatory Findings of Significance | |

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation, the following finding is made:

- ☒ Although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because mitigation measures have been identified and added as conditions of project approval. A **NEGATIVE DECLARATION** will be prepared.
- ☐ Although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.
- ☐ The proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.
- ☐ The proposed project **MAY** have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.

- ☐ Although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

_____	November 10, 2004
Biron R. Bauer, Project Planner (prepared by)	Date

_____	November 10, 2004
Julie M. Rynerson, AICP Division Chief	Date
Land Use Services Department/Current Planning	

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant Impact	No Impact
I. AESTHETICS — Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION (check ___ if project is located within the viewshed of any Scenic Route listed in the General Plan):

I a-c) The project site is located in the viewshed of a General Plan-designated scenic route Foothill Blvd. A.K.A. U.S. Route #66. There are no scenic nor historic resources that will be impacted by this project on this site, and the view from the road will be enhanced by newer site landscaping, buffering and sign standards from the County Development Code, Administrative Design Guidelines and the City of Fontana. The General Plan Amendment from 7M RM to CG, in and of itself, will not create any physical change to the site, because the CG use in front is the one that will be seen from the road. The concurrently filed Conditional Use Permit will, if approved, result in the establishment of a new, attractive car lot.

An 8-foot high, decorative masonry wall will be constructed along the south property-line of the site with a landscape buffer consisting of trees, shrubs and ground cover in front of the wall. Chain-link fencing will not be permitted and decorative tubular steel fences are proposed along the east and west property-lines. The facility, as proposed and conditioned, will constitute a visual improvement to the site. No significant impact is anticipated and mitigation beyond the normal conditions of approval is not being required.

I d) The proposed facility will operate seven days a week, 7 a.m. to 9 p.m. The applicant will be required to ensure that all lighting is hooded and designed to eliminate glare on adjacent streets and properties. No significant impact is anticipated and mitigation beyond the normal conditions of approval is not required.

II. AGRICULTURE RESOURCES — In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION (check __ if project is located in the Important Farmlands Overlay):

II a-c) The site is not listed as important farm land, nor is it in agricultural production. No significant impact is anticipated and mitigation is not required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant Impact	No Impact
III. AIR QUALITY — Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION (discuss conformity with the South Coast Air Quality Management Plan, if applicable):

III-a-c) The General Plan Amendment from 7M RM to CG, in and of itself, will not create any physical change to the site. The concurrently-filed Conditional Use Permit will, if approved, result in the establishment of a new automobile dealership, that can establish a new, viable use on Foothill Blvd. In addition to the customers, there will be 3 full-time employees working on the site each day, using their own personal vehicles.

The project site is within the South Coast Air Quality Management Basin, which is currently in non-attainment under Federal Clean Air Act Standards. Although air quality has improved over the last twelve years, the South Coast Air Basin (Fontana/San Bernardino region) is considered to have the worst air quality problem in the nation. Despite having introduced many strict air pollution emission controls, the Basin still fails to meet the Federal air quality standard for three of the six criteria pollutants: ozone, carbon monoxide, and PM-10. The project site is expected to continue to experience some unhealthful air quality until 2010. The closest monitoring station is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD) in central San Bernardino. Ozone and particulate matter are two of the most significant air quality concerns. An automobile sales lot and equipment repair facility, such as the subject proposal, do not typically cause enough traffic and associated air pollutants to individually threaten clean air standards. It is typically the cumulative effect of hundreds of such developments that cause the small incremental impact from any one development to become cumulatively significant. The impact of the project on a regional scale is not significant.

The project's construction-related activities are not anticipated to exceed any of the thresholds for pollutant species due to the relatively small size of the proposed development. The construction-related impacts are further minimized by the fact that very little on-site grading will be required which, in turn, reduces the amount of construction equipment activity. Therefore, no project short-term impact due to construction has been identified.

Until quite recently, the Air Quality Handbook contained screening tables listing daily and quarterly thresholds. These tables (6-2 & 6-3) are not in use today due to minor technical measurement changes made by the SCAQMD. When in use, daily thresholds were not considered significant for projects containing less than 276,000 square feet, and quarterly thresholds for projects containing less than 1,102,520 square feet. In this case, the square footage of the project (4,200 sq. ft. of service bays and an 1750 sq. ft. office) is so far below those thresholds listed, it can be argued that the project does not exceed current air quality thresholds for significance. Thus, further air quality analysis is not required.

The project impacts will not exceed any of the SCAQMD emission thresholds. Therefore, no significant long range air quality impacts. No significant impact is anticipated and mitigation is not required.

III-d, e) In the vicinity of this site, there are many commercial and industrial projects generating traffic. Cherry Avenue and Arrow Route are primary thoroughfares over which many of these trucks travel. Any impact to air quality generated by this project on sensitive adjacent uses, will be marginal due to the small scope of the project and the relatively minor number of vehicle trips that will be generated by the project.

The project is not proposed to deal with significant amounts hazardous or toxic materials, nor any product that would require refrigeration. The only odors anticipated to be associated with this facility will come from the motor fuel used to power the cars and small trucks. The Hazardous Materials Division of the County Fire Department reviewed the proposal and has determined that it is not necessary to condition the project for hazardous materials.

No significant impact is anticipated and mitigation is not required. Normal conditions of approval in use will address exhaust, dust and erosion during grading and construction.

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES — Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION (check if project is located in the Biological Resources Overlay __ or contains habitat for any species listed in the California Natural Diversity Database __):

IV a-f) This project is an urban infill project, in an area mixed with residential, strip commercial and industrial uses. The site is 100% disturbed. No blue line streams traverse the site. There is no potential to substantially impact any fish or wildlife species. The site is not within the boundaries of any habitat conservation plan. There are no native plant species on site. Any habitat value was eliminated many years ago by the intensity of use and misuse. No significant impacts are anticipated with this project and no mitigation is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant Impact	No Impact
V. CULTURAL RESOURCES — Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION (check if the project is located in the Cultural _ or Paleontologic _ Resources overlays or cite results of cultural resource review):

V a-d) There are no structures or residences remaining on the site. Its location adjacent to Foothill Blvd. U.S.#66 an historic valley thoroughfare suggests that there may have been structures at one time on the site. The dedication of road right-of-way also is indicative that the site may have been developed in the past. However, there is no evidence that any historic values remain. The County Museum has not indicated that this site possesses any significant archeological values. No significant impact is anticipated from the construction of this project and no mitigation measures are required.

There is no known potential for paleontological resources on this already disturbed and cleared site. The site is relatively level and contains no unique geologic features or landforms. No significant impact is anticipated and mitigation is not required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant Impact	No Impact
VI. GEOLOGY AND SOILS — Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant Impact	No Impact
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18 1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION (check __ if project is located in the Geologic Hazards Overlay District):

VI a-e) The site is not within a known Geologic Hazards Overlay District. However, the site is located in an area of southern California that is tectonically active and subject to moderate-to-severe ground shaking. The project site is not located within a State-designated, Alquist-Priolo Earthquake Fault Zone. The site could be subject to severe groundshaking in the event of a major earthquake. All construction will be required to conform to the standards set forth in the Uniform Building Code. These standards are devised to allow a building to remain standing long enough to allow residents to evacuate. However, these standards will not necessarily prevent damage to structures which may, in some cases, be severe enough to ultimately result in required demolition of the structure following an earthquake.

The soils on site are Tujunga (TvC) gravelly loamy sand. This soil type occurs on smooth alluvial fans. These soils are rapidly permeable. Runoff is slow to very slow. The hazard of water erosion is slight, but the soil will blow if left unprotected. The risk of soil erosion is light due to the gravelly surface layer. There is a low shrink-swell potential. There is no potential for expansive soils and the soil is suitable for the use of septic systems.

No significant impacts have been identified and mitigation is not required.

VII. HAZARDS AND HAZARDOUS MATERIALS —

Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant Impact	No Impact
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION:

VII a-d) The General Plan Amendment to General Commercial would, if adopted by the Board of Supervisors, change the permitted uses of the site from multi-family residential to General Commercial uses. If a CUP had not been filed with the GPA, it would be necessary to evaluate all potential future uses that could be permitted in the CG Land Use District. In this case, the CUP was filed concurrently with the GPA and proposes a used car lot and service center. This type of project does not involve the substantial use of any hazardous substance and the site is not designated a hazardous waste site. The Hazardous Materials Division of the County Fire Department has reviewed this application and determined that the standard HAZMAT requirements/conditions are sufficient to address any potential impacts and to further reduce them to a level below significance.

VII e-f) The project site is not near any private airport nor is it within an airport land use master plan. Ontario International Airport lies over 10 miles to the southwest, south of the I-10 Freeway.

VII g-h) The site is not within an area subject to an adopted emergency response or evacuation plan. The potential for wildland fires is remote given the urban location of the site and the lack of wildlands in close proximity.

No significant impacts are anticipated and mitigation is not required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant Impact	No Impact
VIII. HYDROLOGY AND WATER QUALITY — Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned Stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION:

VIII-a) There will be almost 30,000 square feet of asphalt paving on this site if the project is implemented. The amount of surface runoff will be increased over that in existence before this new development. The proposed project is not a use that will generate significant point source discharges of pollutants that would have the potential to degrade surface or groundwater quality. The project will generate four minor sources of water pollution. During construction and immediately after occupancy, the project has the potential to expose disturbed areas to erosion, however only minor grading is proposed for this relatively flat site. The Building and Safety condition of approval that addresses this potential concern is: **20**. An Erosion and Sediment Control Plan and permit shall be submitted to and approved by the Building Official prior to any land disturbance. The second potential source of pollution is the accidental release of petroleum products, including paint, during project construction. The Building and Safety conditions of approval that address this potential concern are: **17**. Prior to issuance of a grading permit, a Stormwater Management Plan is required and, **18**. The applicant shall submit a Storm Water Pollution Prevention Plan (SWPPP). The third source of potential pollution is the generation of urban, non-point source pollution from occupancy of the project site. Such pollutants would include debris and oil from the parking areas, fertilizers and pesticides. Due to the small area of disturbance, the potential for significant water quality degradation is considered minor. The Building and Safety condition of approval that addresses this potential concern is: **19**. Prior to grading permit issuance, an approved Water Quality Management Plan (WQMP) is required for the automotive repair and parking area. A significant impact is not anticipated and mitigation, beyond the normal conditions of approval, is not required.

The final issue of concern is the generation of domestic wastewater at the project site. Sewer lines are not available for connection to this site so a septic system must be installed. The new subsurface sewage disposal system proposed with this project must be on at least ½ acre and approved by the County in accordance with existing County requirements. No additional mitigation is required.

VII-b) The project site will be served by the Fontana Water Company. In a letter dated March 18, 2004, Fontana Water Company indicated that they had adequate lines and capacity to continue to serve the site.

VIII c-e) The Land Development Division, Drainage Review Section, has evaluated this project and determined that a hydrology study is not required. The standard drainage conditions should assure that negative drainage impacts are reduced to a level below significance.

VIII f) The Hazardous Materials Section of the County Fire Department will require a Business Emergency Contingency Plan. Haz Mat will verify that oils and transmission fluids are properly disposed of according to HazMat laws and regulations. Typically, these fluids are removed by a licensed hazardous waste hauler and then recycled. No significant impact is anticipated and mitigation beyond the normal conditions of approval is not required.

VIII g-j) The site is not in the vicinity of any large body of water, nor is it located in a floodplain. It is not traversed by, or near, any river or stream, nor natural flood channel. No significant impact is anticipated and mitigation beyond the normal conditions of approval is not required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant Impact	No Impact
IX. LAND USE AND PLANNING — Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION:

IX a) The site is designated half CG-General Commercial and half Multiple Family Residential, one dwelling unit per each 7,000 square feet of land area (7M RM). The applicant is requesting a General Plan Amendment to change the rear designation to General Commercial (CG) on roughly half of .91 acres. If approved, the CG district would be extended to just north of the existing RS on the south. The Infrastructure Overlay (IL-1) would remain the same. The uses to the north are also designated CG, so this amendment would create a more logical extension of the existing CG. The uses on the north, east and west of the site are all General Commercial land uses with some mixed/unauthorized industrial uses in the rear yards. The parcel immediately adjacent to the east of the subject site is improved with older, highway-oriented, motel units. Due to the mix of residential and commercial and industrial uses in this area, the proposed amendment will not physically divide an established community. The area is becoming less suitable for multi-family or single family residential uses.

Filed concurrently with the GPA is a Conditional Use Permit for the applicant's .91-acre site. The CUP is for the establishment of a used car sales lot. The applicant will be required to construct a decorative, 8-foot high masonry block wall at the rear of the site adjacent to the new homes with tubular steel fencing on the sides and a deep landscape buffer including trees, shrubs and ground cover. The service and detailing will be contained within a 4,200 square foot service bays. The open areas will be used for the storage of autos and parking for customers. There is no outside equipment that will extend beyond the block wall and will be visible to public view. The use will be compatible with surrounding land uses while the site will be far more aesthetically pleasing than many of the other, unauthorized, quasi-industrial uses on the same street. No significant impact is anticipated and mitigation is not required.

IX-b) The approval of the CUP for the used car sales lot is predicated on the adoption of the General Plan Amendment to CG. The project, as proposed and as conditioned, is consistent with the CG Land Use District and compatible with the goals and policies of the General Plan with regard to land use issues. This project is within the sphere of influence of the City of Fontana whose staff has reviewed the project and recommended parking lot layout modifications and landscape and fencing details to the standards of the City. . The sign that is proposed is a freestanding pole sign that was reviewed and accepted by both the City and the Second Supervisorial District Office.. At the design speed of Foothill Blvd., it is somewhat difficult for traffic to differentiate a monument sign from the enhanced landscaping. No additional mitigation is required beyond the normal conditions of approval .

IX-c) The project does not conflict with any habitat conservation plan or natural community conservation plan. No mitigation is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant Impact	No Impact
X. MINERAL RESOURCES — Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION (check _ if project is located within the Mineral Resource Zone Overlay): The subject site is not within any Mineral Resource Zone Overlay, nor will the project negatively impact any known mineral resource. No significant impact is anticipated and no mitigation is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant Impact	No Impact
XI. NOISE — Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant Impact	No Impact
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION (check if the project is located in the Noise Hazard Overlay District ____ or is subject to severe noise levels according to the General Plan Noise Element __):

XI a-d) This site is located in the Fontana community area known as a hub of the trucking industry. It is 4 miles north of the Interstate 10 Freeway. In addition, the ambient noise level mix includes continuous noise from bus, truck and trailer traffic, periodic noise impacts from the California Speedway to the south and the Metrolink/BNSF rail lines also to the south. Thus, the ambient noise levels in this area and along the Foothill Blvd. corridor are higher than those normally associated with residential land uses. The addition of a used car sales lot would therefore increase these noise levels only insignificantly in this relatively noisy corridor area along Foothill Blvd. The Division of Environmental Health Services will require the normal Acoustical Checklist to document the noise environment. A significant impact is not anticipated and mitigation is not required.

Construction noise will be of short-term duration and will not present any long-term impacts on the project site or the surrounding area. This short-term noise will blend into the surrounding ambient noise levels and will not be substantially noticeable. A significant impact is not anticipated and mitigation is not required.

XI e-f) The project site is not located within any airport land use plan boundaries, nor is it near a private airstrip.

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant Impact	No Impact
XII. POPULATION AND HOUSING — Would the project:				

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION:

XII a-c) This area is no longer suitable for residential land uses. The General Plan Amendment to CG will be a logical extension of the existing CG to the north, west and east. The occupied homes in this area will not be impacted. The implementation of this project should not induce a substantial population growth in the community, due to a large new jobs or employment opportunities. There will be no new roads constructed by this project. It will, if implemented, utilize the existing local roads and interstates. There are no occupied homes on the CUP project site, so none will be removed and residents will not be relocated. The project neither adds to nor significantly diminishes the existing housing stock, as only 3 potential unit/housing sites would be converted from 7mRM to the CG OLUD, and this minor loss is not significant. Sufficient residential sites per the Regional

Housing Needs Assessment (RHNA) are still retained. No significant impact is anticipated and no mitigation is required.

XIII. PUBLIC SERVICES —

- a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant Impact	No Impact
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION:

XIII a) The General Plan Amendment, in and of itself, will not impact public services. The project proposed by the CUP is considered an "infill" development. The site is adjacent to properties already served by public utilities and a major expansion or extension of services will not be required. No sewers are existing in this area so a septic system is being proposed and can be accommodated under the current requirements of the SARWCB for sites of least ½ acre. The .91 acre size and scope of the project are such that a significant new demand on services will not be generated. The County Fire Station is located approximately 4 miles away at Arrow Route near Almond Ave. No significant impact is anticipated and no mitigation is required.

XIV. RECREATION —

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION: The use will not increase the use of parks nor impact recreational facilities. No significant impact is anticipated and no mitigation is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant Impact	No Impact
XV. TRANSPORTATION/TRAFFIC — Would the project:				
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION:

XV-a) The County Traffic Engineer reviewed this project proposal and its probable traffic loads and determined that a traffic study was not required. Typical average daily vehicle trips are estimated to be very nominal, because most business traffic is anticipated to be from normal Foothill Blvd. traffic flow, based on comparison to similar nearby car lots.. No truck carrier delivery of cars is proposed. All cars will be running and driven to the site, individually.

Regional access is provided by the Interstate 10. Local/regional access is provided by Foothill Boulevard. No significant impact is anticipated and mitigation is not required.

XV-b) The project's vehicular traffic will access the site via Foothill Blvd. and I-10 Freeway via Cherry. Currently, this area is a trucking hub for all of southern California. At times, farther south, truck congestion is so intense, that trucks are backed up from the Cherry Avenue off-ramp onto the I-10 freeway itself. The vehicular traffic generated by this project will impact the I-10, in an incrementally small manner. No significant impact is anticipated and mitigation is not required.

XV-c) The project will have no impact on any airport or airstrip, as none exist in the area. No significant impact is anticipated and mitigation is not required.

XV-d) There are no project design features that would create unsafe conditions. Significant impacts are not anticipated and mitigation is not required.

XV-e) The site has adequate access, as described in XV-b above. Significant impacts are not anticipated and mitigation is not required.

XV-f) The site is adequate in size (.91 acres) to accommodate all required parking. The applicant is providing 22 parking spaces, meeting the minimum requirements of the Development Code. Significant impacts are not anticipated and mitigation is not required.

XV-g) This is not a residential project. Employees and customers will arrive at the site in passenger vehicles and/or trucks. Foothill Blvd. traffic flow and speed is not conducive to safe foot or bicycle traffic. Significant impacts are not anticipated and mitigation is not required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant Impact	No Impact
XVI. UTILITIES AND SERVICE SYSTEMS —				
Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill(s) with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant Impact	No Impact
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION:

XVI a-c) The site will be served by the Fontana Water Company who has provided a letter of water service for the project. The landscaping is required to be drought-tolerant and low volume drip irrigation is required. The new construction will be required to adhere to current fire protection standards for such structures. Under this circumstance, the potential for a structural fire is considered low and well within the ability of the local fire station on Almond Ave. to respond. An NPDES permit has not been required for this site and project by Building and Safety, because it is less than one(1) acre. However, no significant impact is anticipated and no mitigation is required other than the implementation of standard conditions of approval (#17-20).

XVI d) The project site is served by the Fontana Water Company. In a letter dated March 18, 2003, Fontana Water Company indicated that they had the capacity to serve water to the site. The site is an urban infill development and the various utilities and service agencies have indicated that they can continue to provide service to this site.

XVI-e-g) The Milliken Landfill closed on December 7, 1999. The waste stream from this area has been redirected either out of the County or to one of the remaining valley landfills: Mid-Valley, Colton or San Timoteo. The Mid-Valley Landfill does have the capacity to absorb this incremental trash increase. On-going expansion at the Mid-Valley Landfill will ensure that there is adequate capacity to serve all County needs for the next 25-40 years. The problem of waste disposal is a regional one beyond the capacity of one project to cure.

No significant impacts are anticipated and mitigation, beyond the normal conditions of approval, is not required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant Impact	No Impact
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XVII. MANDATORY FINDINGS OF SIGNIFICANCE—

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

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SUBSTANTIATION:

XVII –a) There is no possibility for a significant impact to fish, wildlife or their habitats if this project is implemented. There are no blueline streams, no riparian areas or wetlands associated with this site. The site is already 100% disturbed. Any habitat has long since been removed. Significant impacts are not anticipated and mitigation is not required.

XVII-b, c) There are no potentially significant impacts that could result from the implementation of this project in the areas of Noise. These impacts are both project-specific and cumulative and have the potential to directly and indirectly create only minor impacts on the residents in this area. (Refer to the discussion in the Noise section of this report.) Significant impacts are not anticipated and mitigation is not required.

The existing site is not considered an historic resource and the County Museum has not recommended mitigation measures that, if implemented, should reduce to impact to Cultural Resources to a level below significance.

Therefore, a Negative Declaration is being recommended.

XVIII. MITIGATION MEASURES

(Any mitigation measures which are not 'self-monitoring' shall have a Mitigation Monitoring and Reporting Program prepared and adopted at time of project approval) Normal project conditions of approval will reduce potential adverse impacts to below a level of significance.

REFERENCES (List author or agency, date, title)

Alquist-Priolo Special Studies Zone Act Map Series (PRC 27500)

California Department of Water Resources, Bulletin #118 (Critical Regional Aquifers), 1975.

CEQA Guidelines

California Standard Specifications, July 1992

County Museum Archaeological Information Center

County of San Bernardino, Countywide Integrated Waste Management Plan, March 1995

County of San Bernardino Development Code, 1998

County of San Bernardino General Plan, adopted 1989, revised 1998

County of San Bernardino Hazard Overlay Maps

County of San Bernardino Identified Hazardous Materials Waste Sites List, April 1998

County Road Planning and Design Standards

Environmental Impact Report, San Bernardino County General Plan, 1989

Federal Emergency Management Agency Flood Insurance Rate Map and Flood Boundary Map

South Coast Air Quality Management District, CEQA Air Quality Handbook, November 1993